

Ship Name: **ASTRO SCULPTOR**  
Flag: **Greece**  
IMO Number: **9235713**  
Date of Action: **02/22/2015**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Oil Tankship**  
Recognized Org: **American Bureau of Shipping**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Sculptor ENE**  
**Pantheon Tankers Management Ltd**  
Charterers  
**BP Shipping U.S.A**

Deficiencies: Code - Category  
**0750 - Fire prevention**

Description  
**The fire protection systems and fire-fighting systems and appliances shall be maintained and ready for use. PSCO observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve in-operable.**

**2550 - Maintenance of ship and equipment**

**A ship is subject to control by officers concerning operational requirements in respect to safety of ships when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve in-operable. Second Engineer stated it was probably blocked open after maintenance. Maintenance records indicate maintenance was last conducted on October 23, 2014.**

Ship Name:	<b>BF LETICIA</b>	Ship Type:	<b>Containership</b>
Flag:	<b>Antigua and Barbuda</b>	Recognized Org:	<b>Nippon Kaiji Kyokai</b>
IMO Number:	<b>9266542</b>	Recognized Security Organization	
Date of Action:	<b>02/01/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>San Juan, Puerto Rico</b>	Ship Management:	<u>Owners, Operators, or Managers</u> <b>BF Shipmanagement Gmbh &amp; Co KG</b> <b>ms "BF Leticia Foroohari Schiffahrts Gmbh</b>
			<u>Charterers</u> <b>CMA-CGM S.A.</b>
Deficiencies:	<u>Code - Category</u> <b>1430 - Auxiliary engines</b>	<u>Description</u>	<b>The main source of electrical power shall consist of at least two generator sets. Vessel did not have two operational generator sets. PSCO found one of the two generators not inoperable due a broken starter assembly.</b>
	<b>1623 - MF/HF radio installation</b>		<b>Every ship while at sea shall be capable of transmitting by at least two separate and independent means, each using a different radio communication service of receiving ship to ship distress alerts. Vessel GMDSS was not operational and antenna was missing top section.</b>

Ship Name:	<b>BOX</b>	Ship Type:	<b>Tankship (Not Specified)</b>
Flag:	<b>Marshall Islands</b>	Recognized Org:	<b>American Bureau of Shipping</b>
IMO Number:	<b>9399911</b>	Recognized Security Organization	
Date of Action:	<b>02/21/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Alameda, California</b>	Ship Management:	<u>Owners, Operators, or Managers</u> <b>Empire Navigation Inc.</b> <b>Box Shipping Limited</b>
Deficiencies:	<u>Code - Category</u> <b>0925 - Musters and drills</b>	<u>Description</u>	<b>Master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship and personnel. During both fire drills crew failed to demonstrate an understanding of setting and inspecting fire boundaries. In addition crew members including the Chief Officer entered the spaces simulated on fire without proper personnel protection. Crew failed to follow Sip Training Manual Sections 4.2 and 4.4. Captain failed to fill out ship's Fire Emergency Checklist NO-1-03.</b>

Ship Name: **DOLE CALIFORNIA**  
Flag: **Bahamas**  
IMO Number: **8513467**  
Date of Action: **02/23/2015**  
Action Taken: **Detention**  
  
Port: **San Diego, California**

Ship Type: **Refrigerated Cargo Carrier**  
Recognized Org: **Registro Italiano Navale**  
Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Reefership Marine Service Ltd.**  
**Ventura Trading Ltd.**

Deficiencies: Code - Category  
**0740 - Pumps**

Description  
**In cargo ships of 2,000 gross tonnage and upwards, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of a fixed independently driven emergency pump which shall be capable of supplying two jets of water to the satisfaction of the Administration. The emergency fire pump is not capable of supplying two jets of water for more than one minute.**

Ship Name:	<b>FALSTRIA SWAN</b>	Ship Type:	<b>Chemical Tankship</b>
Flag:	<b>Antigua and Barbuda</b>	Recognized Org:	<b>Germanischer Lloyd</b>
IMO Number:	<b>9367217</b>	Recognized Security Organization	
Date of Action:	<b>02/06/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Mobile, Alabama</b>		
		Ship Management:	<u>Owners, Operators, or Managers</u> <b>Uni-Tankers</b> <b>Uni-Tankers M/T "Falstria Swan" ApS</b>

Deficiencies:	<u>Code - Category</u>	<u>Description</u>
	<b>0720 - Fire fighting equipment</b>	<b>Fire detection and alarm systems shall be kept in good working order so as to ensure their required performance if a fire occurs. During examination of engine room, crew was unable to demonstrate operation of fire detection system after numerous attempts.</b>
	<b>0699 - Other (Life Saving Appliances)</b>	<b>Each vessel shall have at least two lifebuoys provided with self-activating smoke signals complying with the requirements of the LSA Code in good working order and ready for immediate use. PSCO noted that both self-activating smoke signals were expired.</b>
	<b>0690 - Line throwing apparatus</b>	<b>A line throwing appliance complying with the requirements of the LSA Code shall be provided in good working order and ready for immediate use. PSCO noted all four appliances were expired.</b>
	<b>1740 - Oil discharge mon/contr system</b>	<b>The oil and discharge monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by regulation 34 of Marpol Annex I. During operational test of ODME, PSCO noted overboard discharge valve did not open or close when rate of discharge of oil exceeded 30 liters per nautical miles.</b>
	<b>1840 - Instrumentation</b>	<b>Provisions shall be made to guard against liquid rising in the venting system to a height which would exceed the design head of cargo tanks. This shall be accomplished by high level alarms or overflow control systems. PSCO was unable to verify proper operation of tank high level alarms. PSCO noted inoperable No 2 starboard cargo tank &amp; starboard slop tank alarms.</b>

Ship Name:	<b>FIESTA MAIL</b>	Ship Type:	<b>General Dry Cargo Ship</b>
Flag:	<b>Bahamas</b>	Recognized Org:	<b>American Bureau of Shipping</b>
IMO Number:	<b>9266724</b>	Recognized Security Organization	
Date of Action:	<b>02/12/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Miami, Florida</b>		

Ship Management: Owners, Operators, or Managers  
**FastMail Company Ltd**

Deficiencies: Code - Category  
**2550 - Maintenance of ship and equipment**

Description  
**Objective evidence discovered during an expanded ISM exam revealed the follow non-conformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.**

**No. 1-- The safety management system, should include procedures ensuring non-conformities, accidents, and hazardous situations are reported to the company. The port main engine turbocharger seal misaligned leaking excessively and the starboard main engine exhaust manifold is cracked; both causing several exhaust leaks within the engine room since December 2014. The vessel did not document the hazardous conditions in a non-conformity report as required by their SMS procedure.**

**No. 2- The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes and guidelines. The company has not provided guidance or adequate procedures for the ship to conduct the steering gear test in accordance with SOLAS.**

**No. 3- The company should establish procedures including checklists as appropriate for key shipboard operations concerning safety of personnel. The tasks should be defined and assigned to qualified personnel. Vessel provided completed checklists indicating satisfactory checks for the port turbo charger exhaust and steering gear, however, the exhaust system has been leaking since December 2014 and the steering gear system is not fully functional.**

**1410 - Propulsion main engine**

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The starboard side main diesel engine has a crack in its exhaust manifold allowing excessive exhaust to escape into the engine room creating a hazardous atmosphere within a manned space.

**1410 - Propulsion main engine**

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The port main diesel engine turbo seal is misaligned and leaking exhaust excessively into the engine room creating a hazardous atmosphere within a manned space.

**1460 - Guards and fencing**

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The lagging on both the port and starboard main diesel exhaust lines are severely deteriorated exposing extremely hot surfaces.

**0936 - Steering gear**

The main steering gear and rudder shall be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side. The rudder angle indicators on the bridge and at the steering gear indicated movement that could not exceed 24 degrees port and 29 degrees starboard.

Ship Name: **GLORY SKY I**

Flag: **Tanzania**

IMO Number: **7523996**

Date of Action: **02/04/2015**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Compania Nacional de Registro y Inspecciones de Naves**

Recognized Security Organization

Recognized Org (RO) Related: **Yes**

Organization Related to Detention: **Compania Nacional de Registro y Inspecciones de Naves**

Ship Management: Owners, Operators, or Managers  
**FOFO Transport Inc.**  
**SM Marine Inc**

Deficiencies: Code - Category  
**0120 - Load lines**

Description  
**Vessel's load line marks does not match issued Load Line Certificate.**

Ship Name:	<b>GREY SHARK</b>	Ship Type:	<b>Ro-Ro-Cargo Ship</b>
Flag:	<b>Madagascar</b>	Recognized Org:	<b>Intermaritime Certification Services</b>
IMO Number:	<b>7907647</b>	Recognized Security Organization	
Date of Action:	<b>02/27/2015</b>	Recognized Org (RO) Related:	<b>Yes</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	<b>Intermaritime Certification Services</b>
Port:	<b>New York, New York</b>		

Ship Management: Owners, Operators, or Managers  
**Devon Shipping Incorporated.**

Deficiencies: Code - Category  
**0615 - Rescue boats**

Description  
**Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The mechanical davit for the starboard lifeboat/rescue boat was unable to recover the boat. Additionally, the davit did not have a working hand gear.**

**2560 - Company verification, review and evaluation**

**The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The watertight gasket material for the vehicle ramp door had severely deteriorated and the mechanical davit for the starboard lifeboat / rescue boat was unable to recover the lifeboat and did not have a working hand gear. Verify compliance of the ISM Code with regard to life saving and watertight integrity maintenance procedures. An external audit of the ship's SMS is recommended.**

**1240 - Cargo and other hatchways**

**Arrangements for bow doors, inner doors, side doors, and stern doors, and their securing, shall be in compliance with the requirements of a Recognized Organization, or with the applicable national standards of the Administration which provide an equivalent level of safety. Watertight gasket material for the vehicle ramp door had severely deteriorated and allowed water to ingress.**

Ship Name: **HANSA ARENDAL**  
Flag: **Liberia**  
IMO Number: **9221059**  
Date of Action: **02/05/2015**  
Action Taken: **Detention**  
  
Port: **Savannah, Georgia**

Ship Type: **Containership**  
Recognized Org: **DNV GL MARITIME**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Schiffahrts-Gesellschaft "Hansa Arendal"**  
**Leonhardt & Blumberg Schiffahrtsgesellschaft**  
Charterers  
**Maersk Line**

Deficiencies: Code - Category  
**2515 - Company responsibility and authority**

Description  
Every company should develop, implement and maintain a Safety Management System to include procedures for reporting accidents and non-conformities with the provisions of the ISM Code. The vessel and company failed to report failure of critical shipboard equipment to the designated person ashore to ensure the monitoring of the safety and pollution aspects of the ship's operation (ISM Code Part A, 1.4.4). Evidence as follows: (1) Two electronic cards failed which caused the engine room to be without 47 critical alarms.(2) The quick closing fuel valve for boiler supply was locked open by an installed bolt. An external audit of the SMS is recommended.

**1499 - Other (Prop. & Aux. Machinery)**

Oil fuel pipes shall be fitted with a cock or valve directly on the tank capable of being closed from a safe place outside the engine room in the event of a fire. The fuel oil quick closing valve for boiler supply has failed and is held open with an installed bolt.

Ship Name: **HANSA MAGDENBERG**  
Flag: **Liberia**  
IMO Number: **9256377**  
Date of Action: **02/19/2015**  
Action Taken: **Detention**  
  
Port: **Dutch Harbor, Alaska**

Ship Type: **Containership**  
Recognized Org: **Germanischer Lloyd**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Leonhardt & Blumberg Reederei GMBH & CO KG**  
**Schiffahrts-Gesellschaft "H" Magdeburg" mbH &**  
Charterers  
**Nippon Yusen Kaisha**

Deficiencies: Code - Category  
**1730 - Oily-water separating equipment**

Description  
**Oil filtering equipment shall be such as will ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. The oil content meter (OCM) effluent sample line is not allowing flow to the meter without sample flow. The OCM is unable to verify the processed water discharged overboard is below 15 PPM. The 3 way valve does not completely close and still allows approximately 30% flow of effluent through the overboard discharge line when content meter (OCM) is in alarm state or when showing greater than 15 PPM on OCM.**

Ship Name: <b>IKAROS I</b>	Ship Type: <b>Other</b>
Flag: <b>Panama</b>	Recognized Org: <b>International Naval Surveys Bureau</b>
IMO Number: <b>7411820</b>	Recognized Security Organization: <b>International Naval Surveys Bureau</b>
Surveys Bureau	
Date of Action: <b>02/10/2015</b>	Recognized Org (RO) Related: <b>Yes</b>
Action Taken: <b>Detention</b>	Organization Related to Detention: <b>International Naval Surveys Bureau</b>
Port: <b>St. Petersburg, Florida</b>	
	Ship Management: <u>Owners, Operators, or Managers</u> <b>Marinetel Shipping S. A.</b>
Deficiencies: <u>Code - Category</u>	<u>Description</u>
<b>0230 - Number/composition (manning)</b>	<b>The vessel sailed from the Bahamas to the Port of Tampa without a properly licensed Chief Officer and Second Engineer.</b>
<b>1250 - Covers (hatchways tarpaulins)</b>	<b>At least two layers of tarpaulins in good condition shall be provided for each hatchway in position 1 or 2. The tarpaulins shall be waterproof and of ample strength. Water was coming into the cargo hold.</b>
<b>0199 - Other (certificates)</b>	<b>The International Tonnage Certificate shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration shall assume full responsibility for the certificate. Current tonnage certificate on board is issued on behalf of the Union of Comoros. The vessel is currently registered in Panama.</b>
<b>2120 - Garbage</b>	<b>Every ship 400 gross tonnage and above, and every ship which is certified to carry 15 persons or more, shall carry a garbage management plan which the crew shall follow. Vessel was unable to produce an approved garbage management plan.</b>
<b>2120 - Garbage</b>	<b>Every ship 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports under the jurisdiction of other Parties to the Convention shall be provided with a Garbage Record Book. Vessel was unable to produce a garbage record book.</b>

Ship Name: **LAURA D**

Flag: **Liberia**

IMO Number: **9589633**

Date of Action: **02/03/2015**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Ship Type: **Bulk Carrier**

Recognized Org:

Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Crown Capricorn 2 Limited**  
**Midocean (IOM) Limited**

Charterers  
**Oldendorff Carriers**

Deficiencies: Code - Category  
**1730 - Oily-water separating  
equipment**

Description  
**OWS was inoperable.**

Ship Name: **LISANNE**

Flag: **Bolivia**

IMO Number: **8117421**

Date of Action: **02/03/2015**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Compania Nacional de Registro y  
Inspecciones de Naves**

Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Caribbean Ship Services, Inc.**  
**Global Productions S.A.**

Deficiencies: Code - Category  
**2550 - Maintenance of ship and  
equipment**

Description  
**Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implements of the ISM code through their SMS procedures as evidence by the following identified deficiencies: (1) The company should ensure that the master is fully conversant with the company's safety management system (ISM Code 6). In accordance with the company's SMS, the vessel is required to conduct monthly fire drills; the master failed to conduct a fire drill for the month of December. Additionally, the crew failed to complete a satisfactory drill in the presence of Port State Control Examiners. (2) The company should ensure that each ship is manned with qualified, certificated and medically-fit seafarers in accordance with national and international requirements; the Chief Mate is operating in a capacity which exceeds the limits of his license. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.**

**0230 - Number/composition  
(manning)**

**The vessel failed to comply with the applicable safe manning requirements of the Administration; the Chief Mate's license is limited to 1600 GT; the vessel's ITC is 1865.**

**0735 - Personal equipment - fire  
fighting**

**A fireman's outfit shall consist of a self-contained breathing apparatus which shall be capable of functioning for a period of time to be determined by the Administration; the firefighter's mask was severely damaged and the regulator was incapable of properly regulating the flow of oxygen.**

**0720 - Fire fighting equipment**

A ship of 1,000 gross tonnage and upwards shall be provided with at least one international shore connection the flange of which shall have one side that will fit the ship's hydrant and hose; the vessel's international shore connection is not adaptable to the vessel's fire fighting system.

**0615 - Rescue boats**

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use; the safety latch on the rescue boat's launching gear is missing making the apparatus inoperable.

**0720 - Fire fighting equipment**

Hoses shall be kept ready for using in inconspicuous positions near the water service hydrants or connections; the hoses in the forward part of the vessel are kept in a locked cabinet away from the water service hydrants/connections.

Ship Name:	<b>MARATON</b>	Ship Type:	<b>Containership</b>
Flag:	<b>Panama</b>	Recognized Org:	<b>Intermaritime Certification Services</b>
IMO Number:	<b>7529330</b>	Recognized Security Organization	
Date of Action:	<b>02/25/2015</b>	Recognized Org (RO) Related:	<b>Yes</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	<b>Intermaritime Certification Services</b>
Port:	<b>Miami, Florida</b>		
		Ship Management:	<u>Owners, Operators, or Managers</u> <b>World Shipping Management Corporation S.A.</b> <b>Auxiliar Alma Bulk AIE S.A.</b>

Deficiencies:	<u>Code - Category</u>	<u>Description</u>
	<b>1499 - Other (Prop. &amp; Aux. Machinery)</b>	<b>After any survey of the ship under regulation 10 has been completed, no change shall be made in the machinery covered by the survey. The number one generator is overheating and spraying steaming water and the number two generator has an exhaust leak creating an unsafe atmosphere in the engine room. Additionally, generator two is unable to fully support the ship's power.</b>
	<b>0360 - Pipes wires (insulation) accomm.</b>	<b>All electrical apparatus shall be installed that danger of injury shall not exist. Air conditioning power cables run from the bridge though the superstructure ladder well into the engine room, penetrating multiple bulkheads and decks. The cables are insulated by a stitched fire hose which presents a fire and electrical hazard.</b>
	<b>0615 - Rescue boats</b>	<b>Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The on load release on the rescue boat's launching gear is missing making the apparatus inoperable.</b>
	<b>1099 - Other (alarm - signals)</b>	<b>After any survey of the ship under regulation 10 has been completed, no change shall be made in machinery covered by the survey. Vessel is fitted with bilge alarms that are inoperable.</b>

Ship Name:	<b>OVERSEAS JADEMAR</b>	Ship Type:	<b>Oil Tankship</b>
Flag:	<b>Marshall Islands</b>	Recognized Org:	<b>Lloyd's Register of Shipping</b>
IMO Number:	<b>9232606</b>	Recognized Security Organization	
Date of Action:	<b>02/09/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Seattle, Washington</b>		
		Ship Management:	<u>Owners, Operators, or Managers</u> <b>V Ships (UK) Ltd.</b> <b>Jademar Limited</b>

Deficiencies:	<u>Code - Category</u> <b>1671 - Satellite EPIRB 406MHz/1.6GHz</b>	<u>Description</u> <b>Every ship shall be provided with a satellite Emergency Position-Indicating Radio Beacon (satellite EPIRB) which shall be capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band. The EPIRB did not function properly during the test.</b>
---------------	---	--

Ship Name:	<b>SKAFTAFELL</b>	Ship Type:	<b>Bulk Carrier</b>
Flag:	<b>Gibraltar</b>	Recognized Org:	<b>DNV GL MARITIME</b>
IMO Number:	<b>9137741</b>	Recognized Security Organization	
Date of Action:	<b>02/26/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Mobile, Alabama</b>		
		Ship Management:	<u>Owners, Operators, or Managers</u> <b>Briese Schifffahrts BmbH &amp; Co. KG Ms Briesetal</b> <b>Neuwerk Shipping Company Limited</b>

Deficiencies:	<u>Code - Category</u> <b>1730 - Oily-water separating equipment</b>	<u>Description</u> <b>Any ship of 400 gross tons and above shall be fitted with oil filtering equipment that will ensure any oily mixture discharged into the sea has an oil content not exceeding 15PPM. The vessel's crew was unable to demonstrate proper operation of system. The oil filtering equipment automatic stopping device failed to operate and did not stop overboard discharge of effluent during test. PSCO allowed crew several attempts with negative results.</b>
---------------	---	--

Ship Name: **SOPHIE OLDENDORFF**

Flag: **Portugal**

IMO Number: **9138109**

Date of Action: **02/12/2015**

Action Taken: **Detention**

Port: **Tampa, Florida**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Oldendorff Carriers GMBH & CO. KG**

Deficiencies: Code - Category  
**0910 - Closing devices watertight  
doors**

Description  
**The number of openings in watertight subdivisions is to be kept to a minimum compatible with design and proper working of the ship. Where penetrations of watertight bulkheads are necessary, arrangements are to be made to maintain watertight integrity. Watertight doors in the conveyor tunnel were found to not be watertight and not operating properly.**

Ship Name:	<b>TRANSPINE</b>	Ship Type:	<b>Ro-Ro-Cargo Ship</b>
Flag:	<b>Sweden</b>	Recognized Org:	<b>Lloyd's Register of Shipping</b>
IMO Number:	<b>9216638</b>	Recognized Security Organization	
Date of Action:	<b>02/17/2015</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Philadelphia, Pennsylvania</b>		

Ship Management: Owners, Operators, or Managers  
**Transatlantic Shipping AB**  
**Longitude Shipping (UK) Ltd**  
Charterers  
**Spliethoff Bevr.kanf.**

Deficiencies: Code - Category  
**1730 - Oily-water separating equipment**

Description  
Any ship of 10,000 gross tons and above shall be fitted with oil filtering equipment that will ensure any oily mixture discharged into the sea has an oil content not exceeding 15 PPM. The OWS could not produce a sample below 15ppm. Both bilge holding tanks were utilized during the OWS testing with Oil Content Meter (OCM) readings of EE, 25ppm, and 30ppm. The OCM failed to properly operate and never displayed a reading below 15ppm.

**1710 - Oil record book**

The oil record book shall be completed on each occasion so that all entries in the book appropriate to that operation are completed. Significant discrepancies were found between the Oil Record Book (ORB) and the OCM data. Approximately 12 hours of OWS operation was recorded on the OCM data card, but was not recorded in the ORB.

**1795 - Other (Suspected Of Discharge Violation)**

A ship when in a port of another party is subject to inspection by officers duly authorized by such Party concerning operational requirements under Marpol, Annex I, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures in relation to the prevention of oil. The Second Engineer stated that in order to pump overboard through the OWS, he would remove and place a plug in the sample line to the OCM. This allowed the OWS to pump overboard without ensuring the effluent was below 15ppm.

**2510 - Safety and environmental policy**

**Objective evidence discovered during an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System. Vessel crew reported to company a side door starboard side was leaking allowing seawater ingress. Company failed to report this to the Class. Required OCM testing was not conducted for 4 month period and no history of OWS maintenance was recorded. PSC Officer was provided with evidence that the OCM was intentionally bypassed in violation of the Safety and Environmental Protection Policy. An external audit of the vessel's Safety Management System is recommended.**

Ship Name: **UNITED MOJANDA**  
Flag: **Liberia**  
IMO Number: **9632612**  
Date of Action: **02/19/2015**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Bureau Veritas**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**United Seven GmbH & Co. KG**  
**Orange 25 GmbH & Co. KG**  
Charterers  
**Western Bulk Pte Ltd.**

Deficiencies: Code - Category  
**2099 - Other (SOLAS Related Operational Def.)**

Description  
A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there is clear grounds for believing that the master or crew are not familiar with shipboard procedures relating to the safety of ships. PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO settling tank for the main engine blocked in the open position with four blocked of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire. The Chief engineer stated the quick closing valve was blocked open to prevent a ship blackout.

**0710 - Fire prevention**

Fire-fighting systems and appliances shall kept in good working order and readily available for immediate use. The PSCO discovered the quick closing fuel shutoff valve on the No.1 HFO settling tank for the main engine was blocked in the open position with four blocks of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire.